BookletChart™

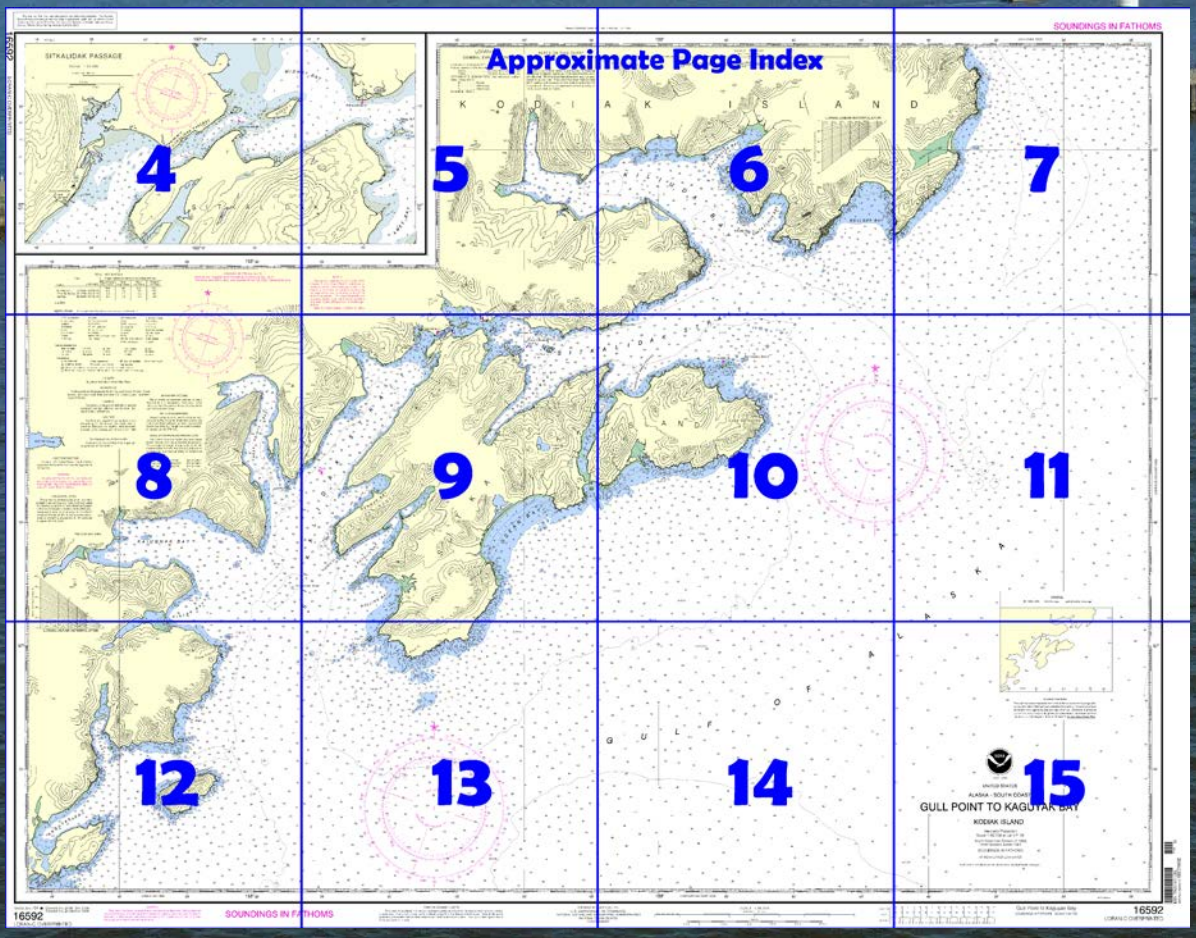
Gull Point to Kaguyak Bay

NOAA Chart 16592

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

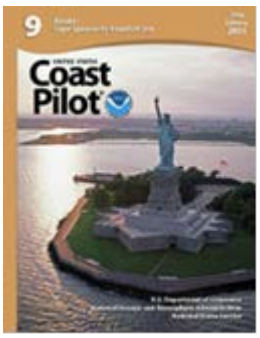
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16592.

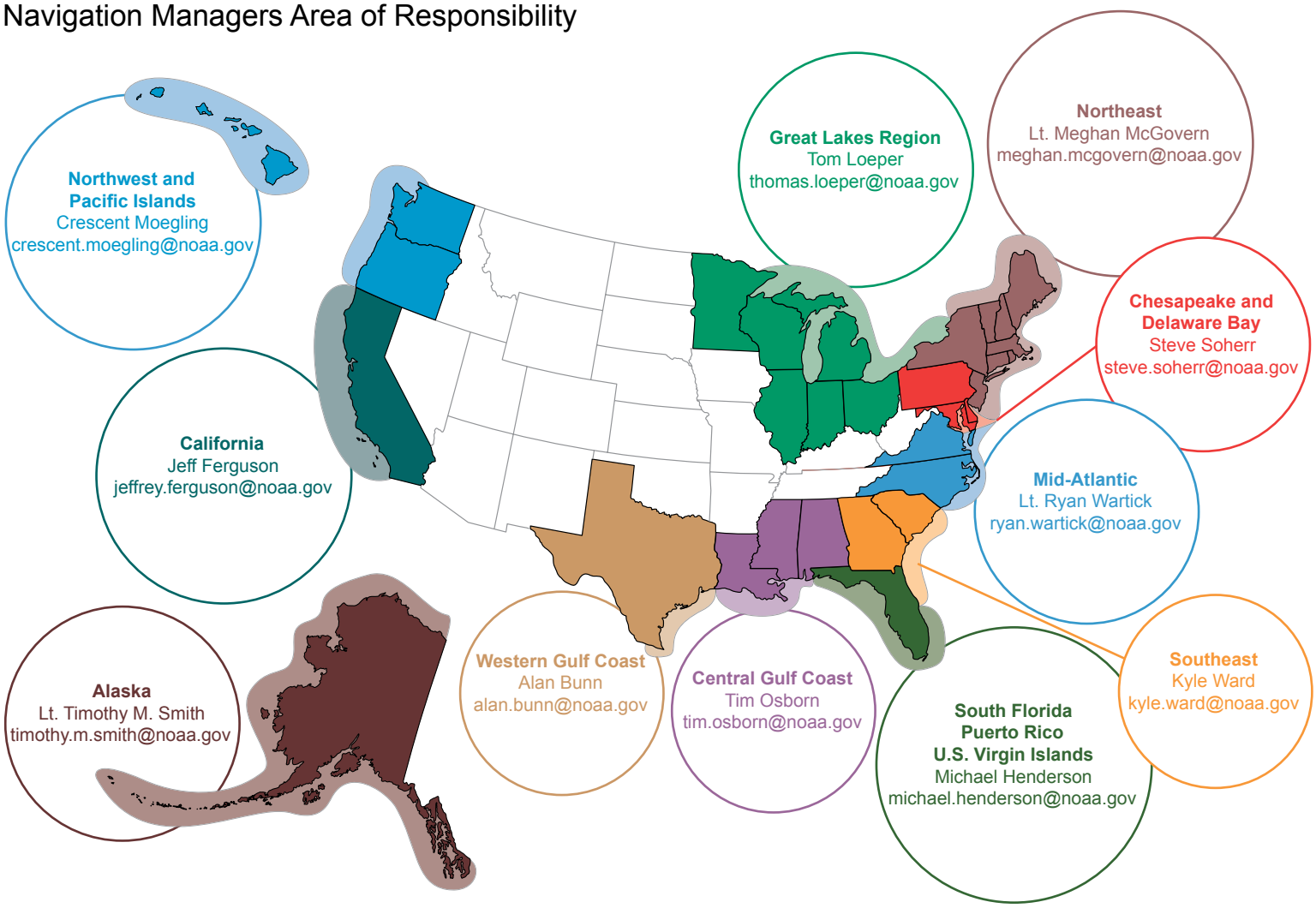


(Selected Excerpts from Coast Pilot)
Left Cape is a bold headland separating Kiliuda Bay from the E part of Sitkalidak Strait. The SE face of the cape is covered with a series of long rockslides extending almost to the mountain summit back of the cape. Numerous boulders are close inshore, and submerged rocks fringe the cape.
Sitkalidak Island, about 18 miles long, is adjacent to the SE coast of Kodiak Island. The island is grass covered and in general devoid of trees. The easternmost mountain summit at Cape Barnabas is a good landmark from the E and SE.
Sitkalidak Strait borders both the N and W sides of Sitkalidak Island, separating that island from Kodiak Island. Sitkalidak Passage is the name applied to the narrow part of the strait.
That part of Sitkalidak Strait N of the Sitkalidak Island extends from the E entrance between Dangerous Cape and Cape Barnabas to Sitkalidak Passage. The broken bottom NE of Barnabas Rock has been surveyed and no dangers were revealed. This part of the strait is navigable by all vessels as far as Sheep Island, and offers several secure anchorages. The controlling depth through Sitkalidak Passage is 7 feet. The passage and its E approach are marked by lights and a lighted buoy.
During June and July thick fogs occur around the S end of Kodiak Island which sometimes last for several days. These fogs generally drift about the sea, but frequently do not enter the strait and adjacent bays. The E entrance to Sitkalidak Strait is frequently clear when a thick fog is less than 1 mile offshore.
Cape Barnabas, the E end of Sitkalidak Island, is marked by a conspicuous mountain 1,719 feet high. There are rockslides on the slopes of this mountain and a series of eroded bluffs along the NE face. Submerged rocks and rocks above high water border around the cape and numerous kelp patches are several hundred yards offshore. In thick weather this cape is usually easier to pick up than Dangerous Cape.
Vessels making Sitkalidak Strait from the SE should pass Cape Barnabas 2 miles off and steer **321°**, heading for the NE tangent of Left Cape until Table Island Light bears **195°**, then change course to **252°** and follow directions given below.
Sitkalidak Passage separates the N end of Sitkalidak Island from Kodiak Island and is the link between the two sections of Sitkalidak Strait. The controlling depth is only 7 feet through the passage. The passage is fairly straight and about 1 mile long. Inside the E entrance the channel slightly favors the N shore; in the W half of the passage it slightly favors the S shore.
Sitkalidak Passage Light 4 (57°12'33"N., 153°16'33"W.), 30 feet (9.1 m) above the water, is shown from a skeleton tower with a red triangular daymark on the N side of the W end of the passage.
Currents.–The currents seem to meet at Sitkalidak Passage under ordinary conditions of wind and weather, but in strong S weather the current occasionally flows NE continuously. No current velocities have been measured, but it is estimated that the maximum velocity never exceeds 3 knots
Old Harbor is a native village on the W side of Sitkalidak Strait 1 mile from the W end of Sitkalidak Passage. A school and a trading post are in the village.
An L-shaped City Dock, at Old Harbor, has a 132-foot face with 8 feet reported alongside. The pier has 160 feet of breasting distance and is available for the receipt of conventional cargo and petroleum products. Commercial air service is available from Kodiak.
Pilotage, Old Harbor.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Kodiak Island area is served by the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)
Vessels en route to Old Harbor can contact the pilot boat by calling "OLD HARBOR PILOT BOAT" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

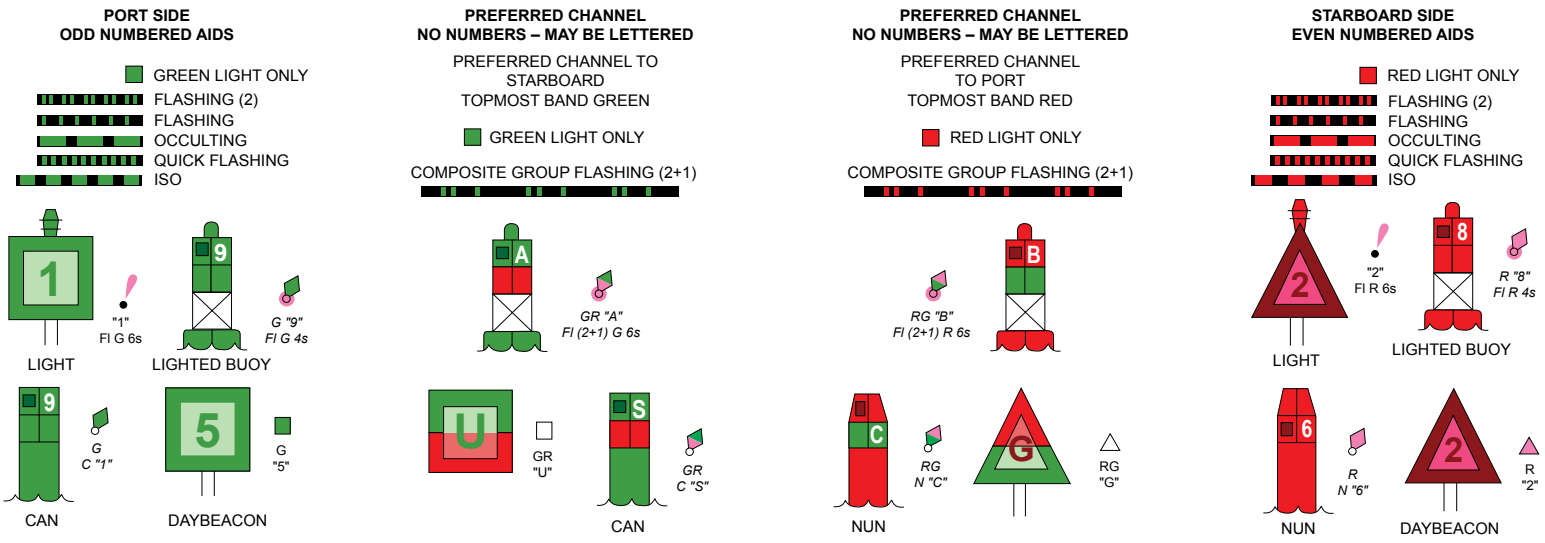


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

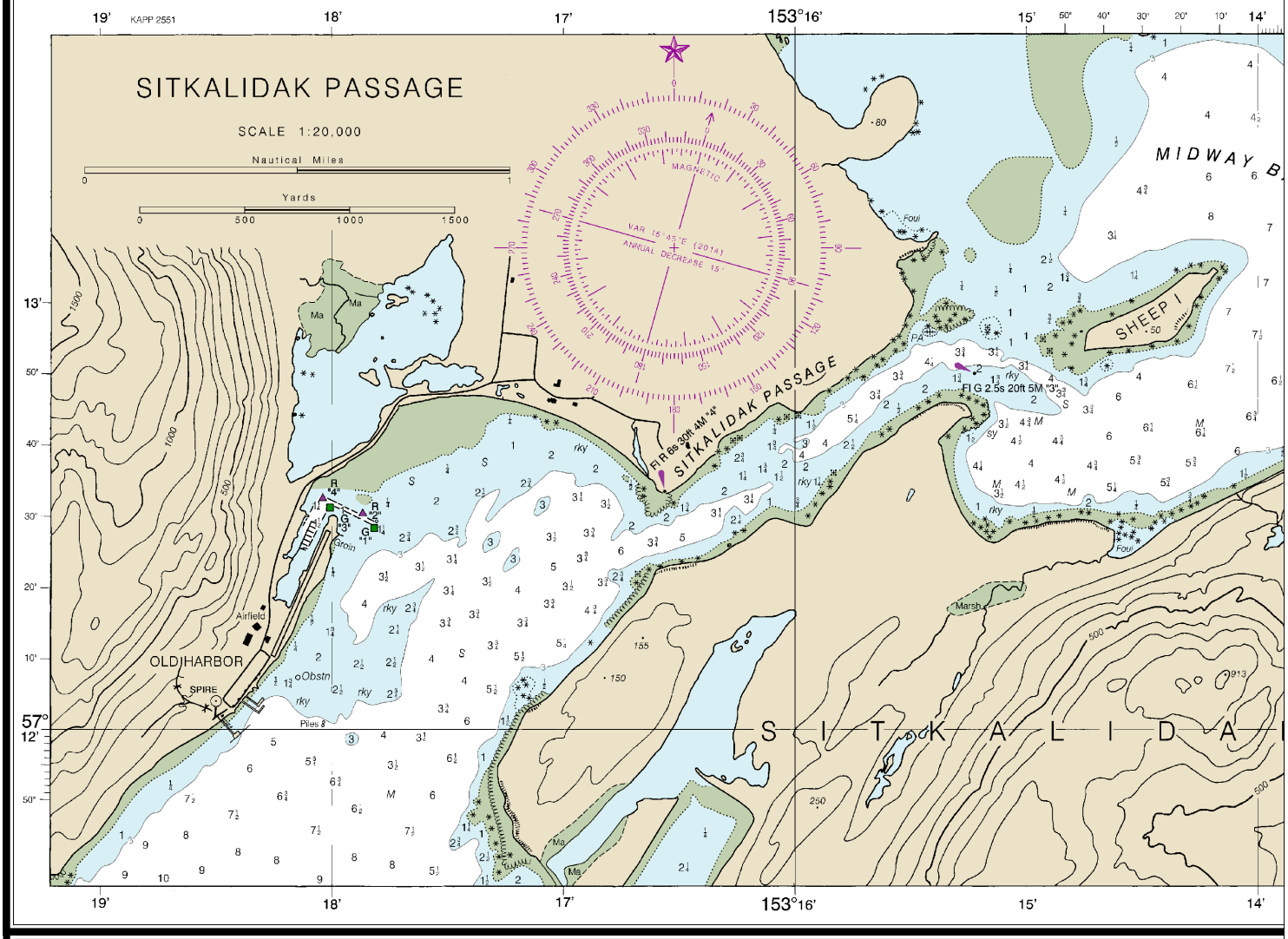
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

16592



TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Three Saints Bay	(57°07'N/153°31'W)	8.3	7.7	1.2
Port Hobron	(57°10'N/153°09'W)	8.3	7.6	1.2
Jap Bay	(56°58 N/153°42'W)	8.2	7.6	1.2

Dashes ( ) located in datum columns indicate unavailable datum values for a tide station. Real time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(May 2014)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
Heights in feet above Mean High Water.

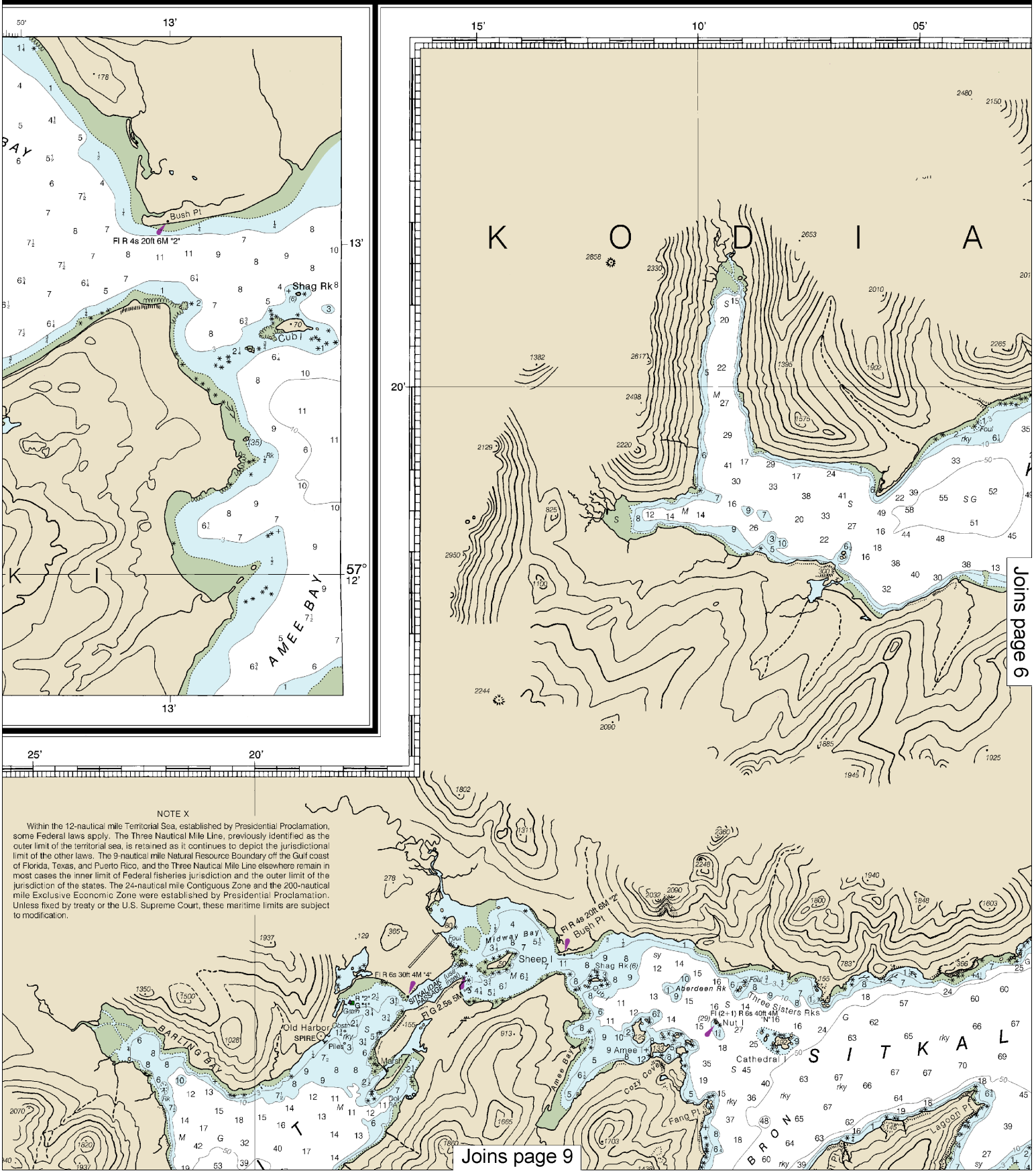
AUTHORITIES

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Joins page 8

4

Note: Chart grid lines are aligned with true north.

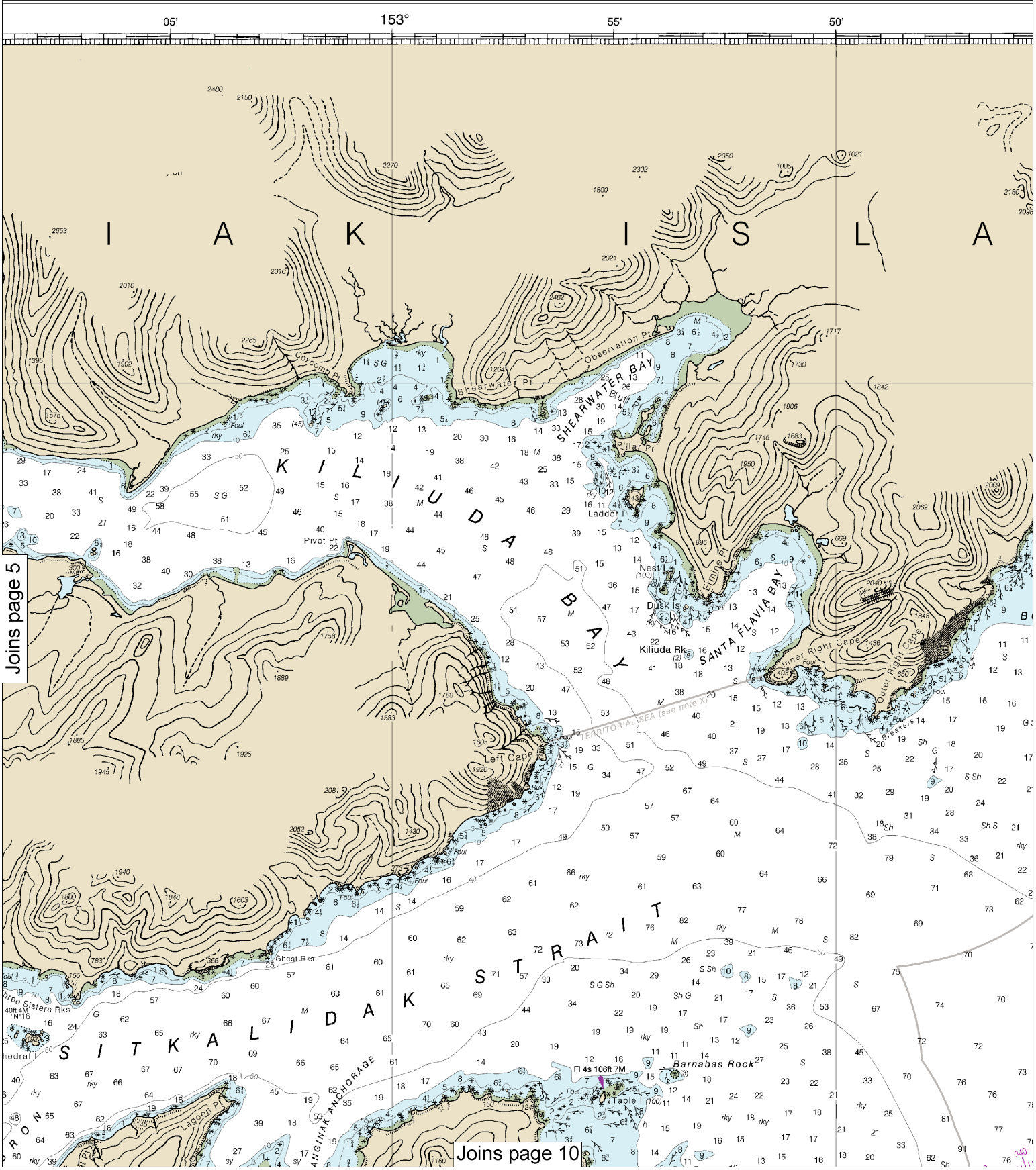


NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

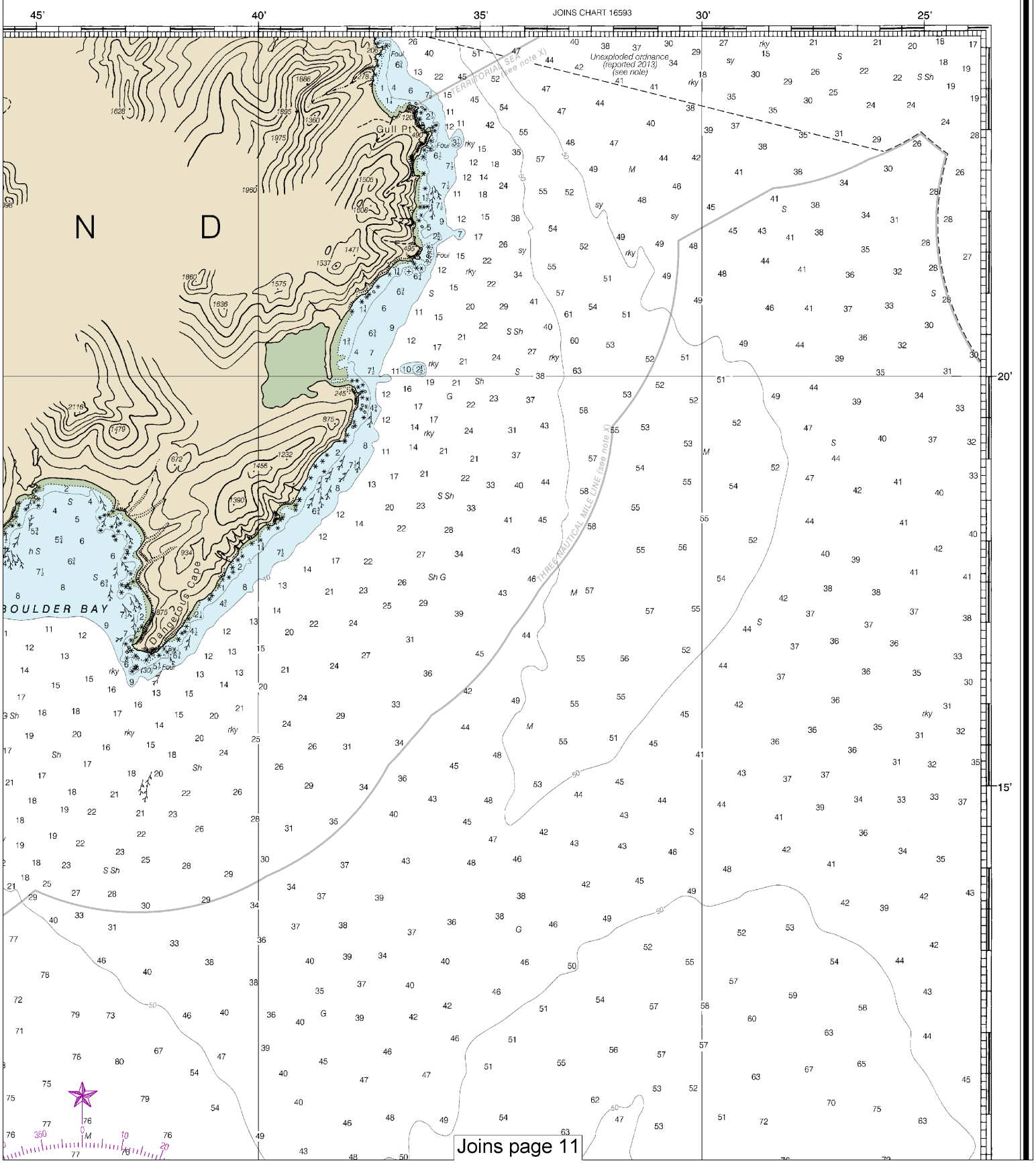
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:115325. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8536, 1st Ed., Sept. 1934 C-1933-399 KAPP 2550



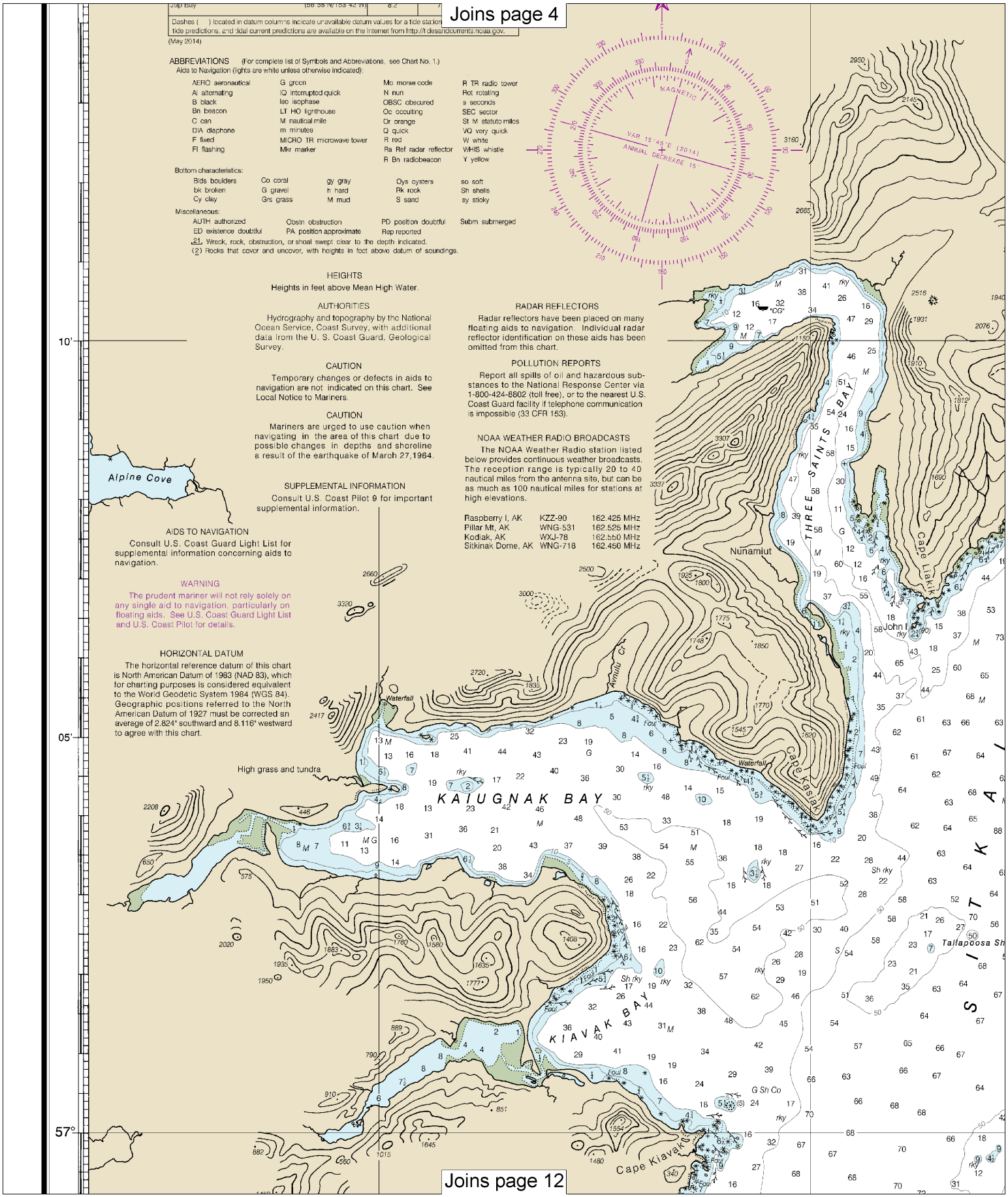
6

Note: Chart grid lines are aligned with true north.



Joins page 11

Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov
11th Ed., Jul. 2014. Last Correction: 8/19/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



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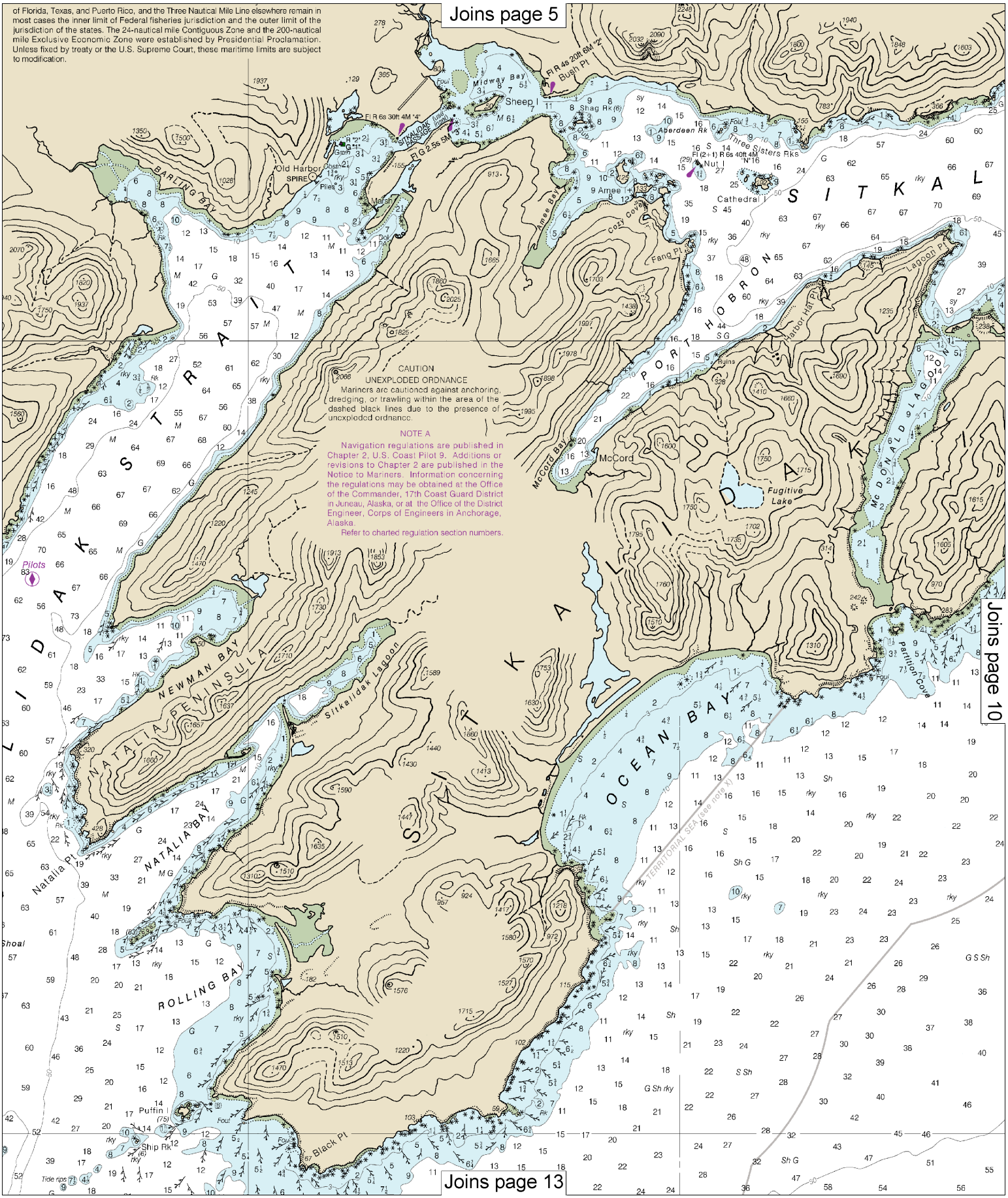
Note: Chart grid lines are aligned with true north.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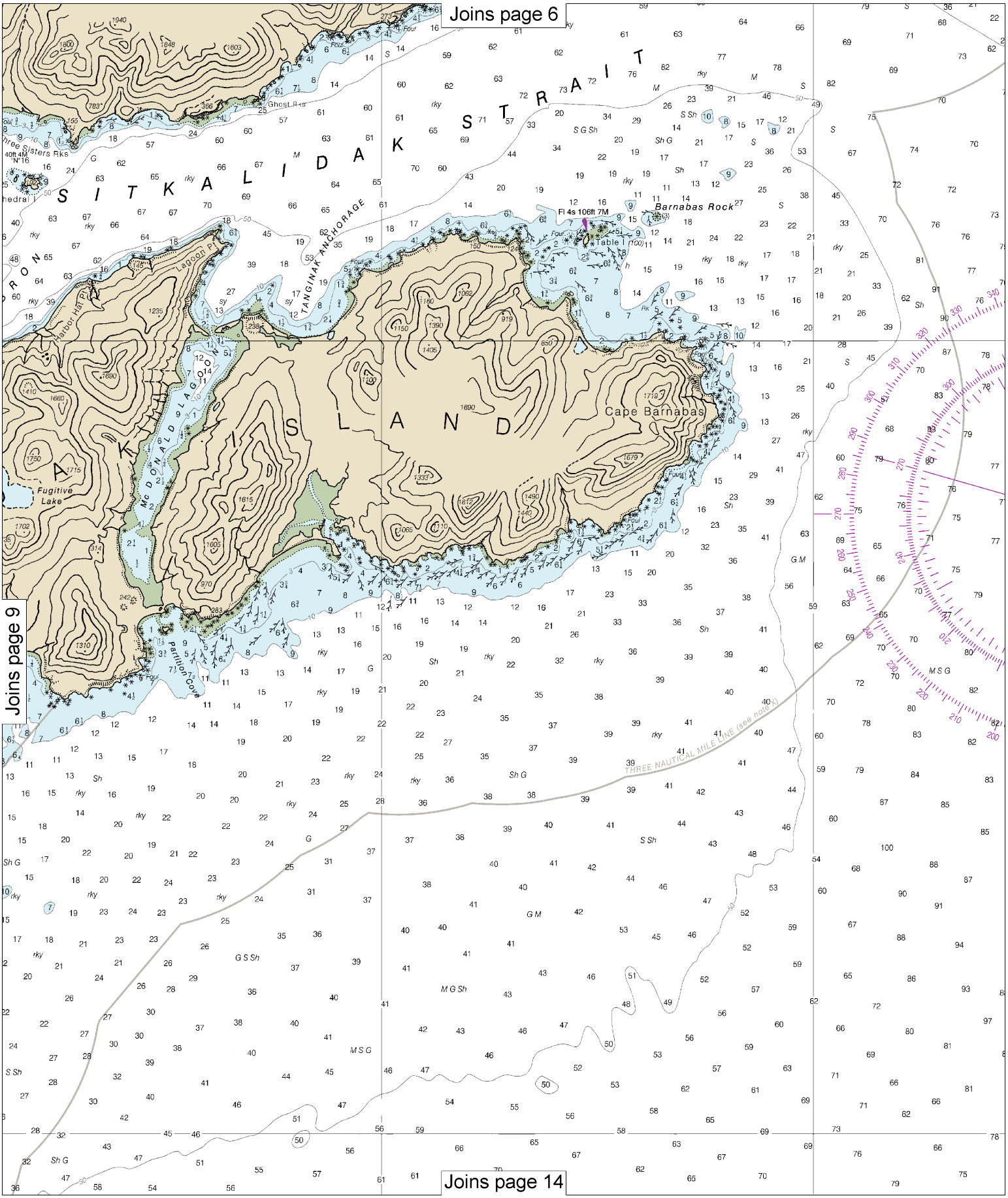
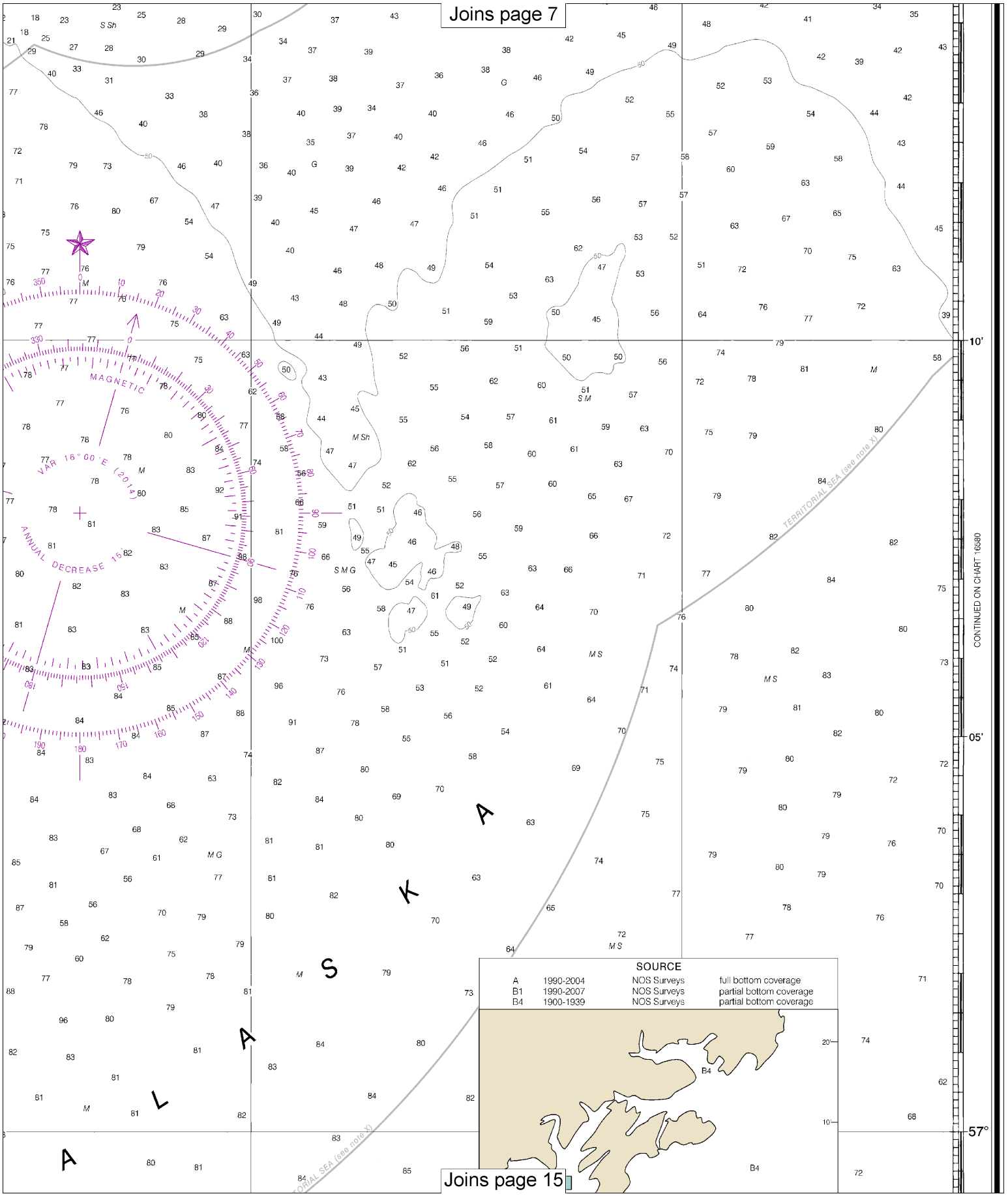
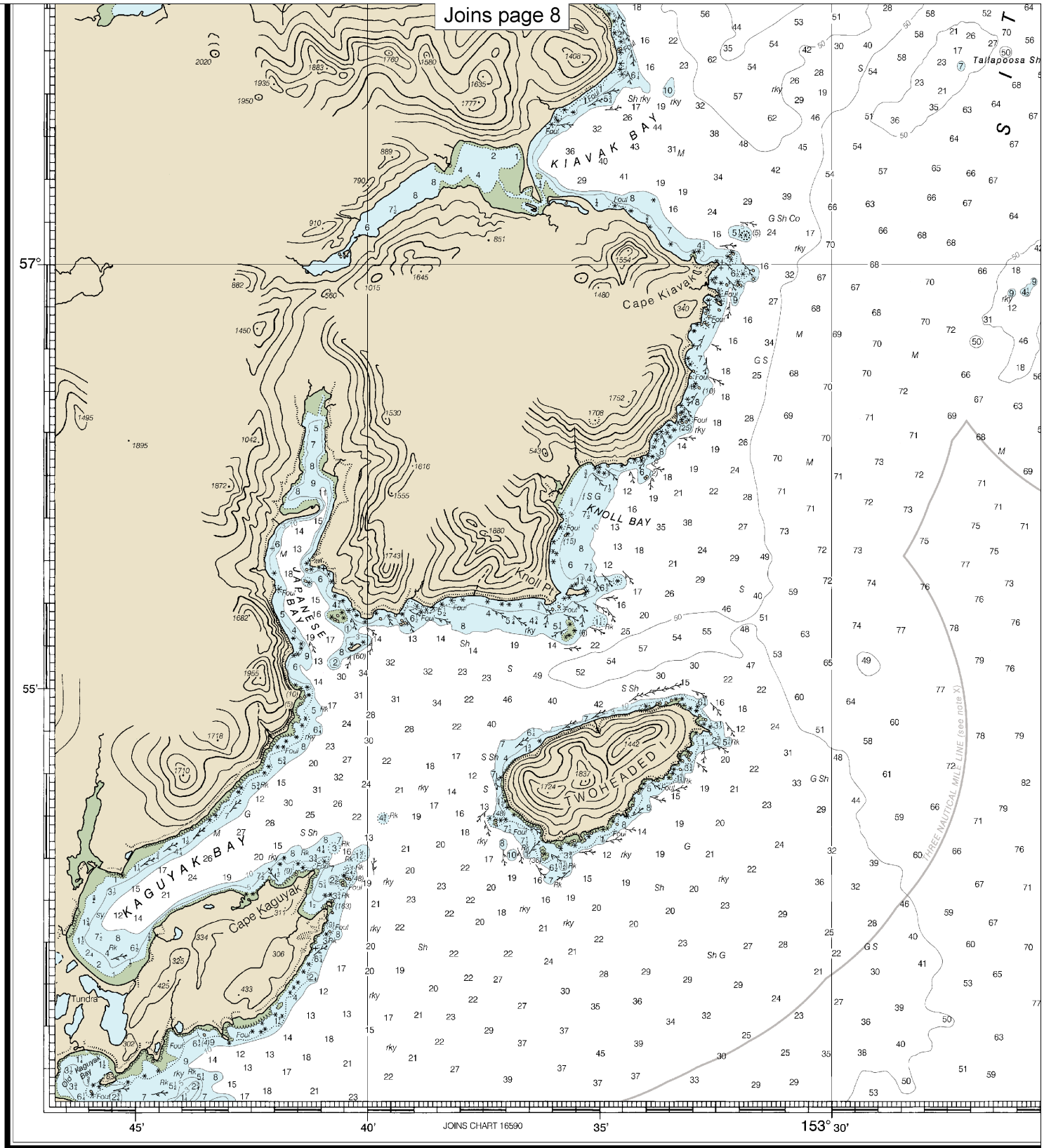
Joins page 5
CAUTION
UNEXPLODED ORDNANCE
Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed black lines due to the presence of unexploded ordnance.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.
Joins page 10
Joins page 13
BARTLING BAY
Old Harbor
SPIRE
Marsh
Midway Bay
Sheep I
Fl R 4s 20ft 6M "2" Bush Pt
Fl R 6s 30ft 4M "4"
SITKALIDAK PASSAGE
Fl 2.5s 5M
Aberdeen Rk
Three Sisters Rks
Fl (2+1) R 6s 40ft 4M "16"
Nut I
Ames I
Cathedral I
Amee Bay
Cozy Cove
Fang Pt
Harbor Hat Pt
Lagoon Pt
Ruins
McCord Bay
McCord
Fugitive Lake
McDONALD LAGOON
Partition Cove
Pilots
NEWMAN BAY
NATALIA PENINSULA
Sitkalidak Lagoon
NATALIA BAY
Natalia Pt
ROLLING BAY
Puffin I
Ship Rk
Black Pt
Tide rips
OCEAN BAY
3 NM TERRITORIAL SEA (see note A)
SITKALIDA ISLAND
SITKALIDAK STRAIT
SITKA
PORT HOBRON



10

Note: Chart grid lines are aligned with true north.


Joins page 7
MAGNETIC
VAR 16° 00' E (2014)
ANNUAL DECREASE 15
TERRITORIAL SEA (see note X)
CONTINUED ON CHART 16680
10'
05'
57°
SOURCE
A 1990-2004 NOS Surveys full bottom coverage
B1 1990-2007 NOS Surveys partial bottom coverage
B4 1900-1939 NOS Surveys partial bottom coverage
Joins page 15



SOUNDINGS IN FATH

16592

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

11th Ed., Jul. 2014. Last Correction: 8/19/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

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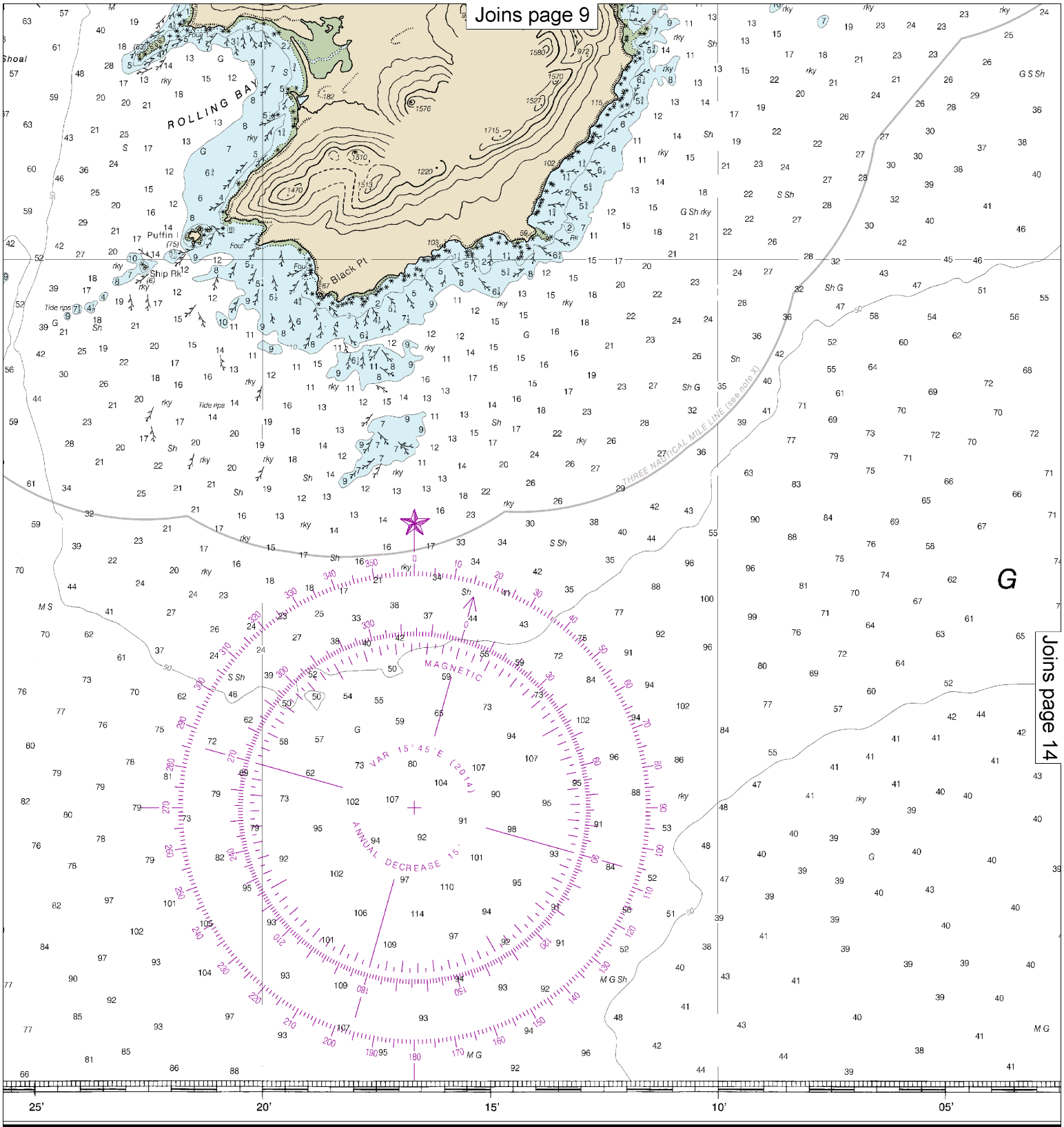

IOMS

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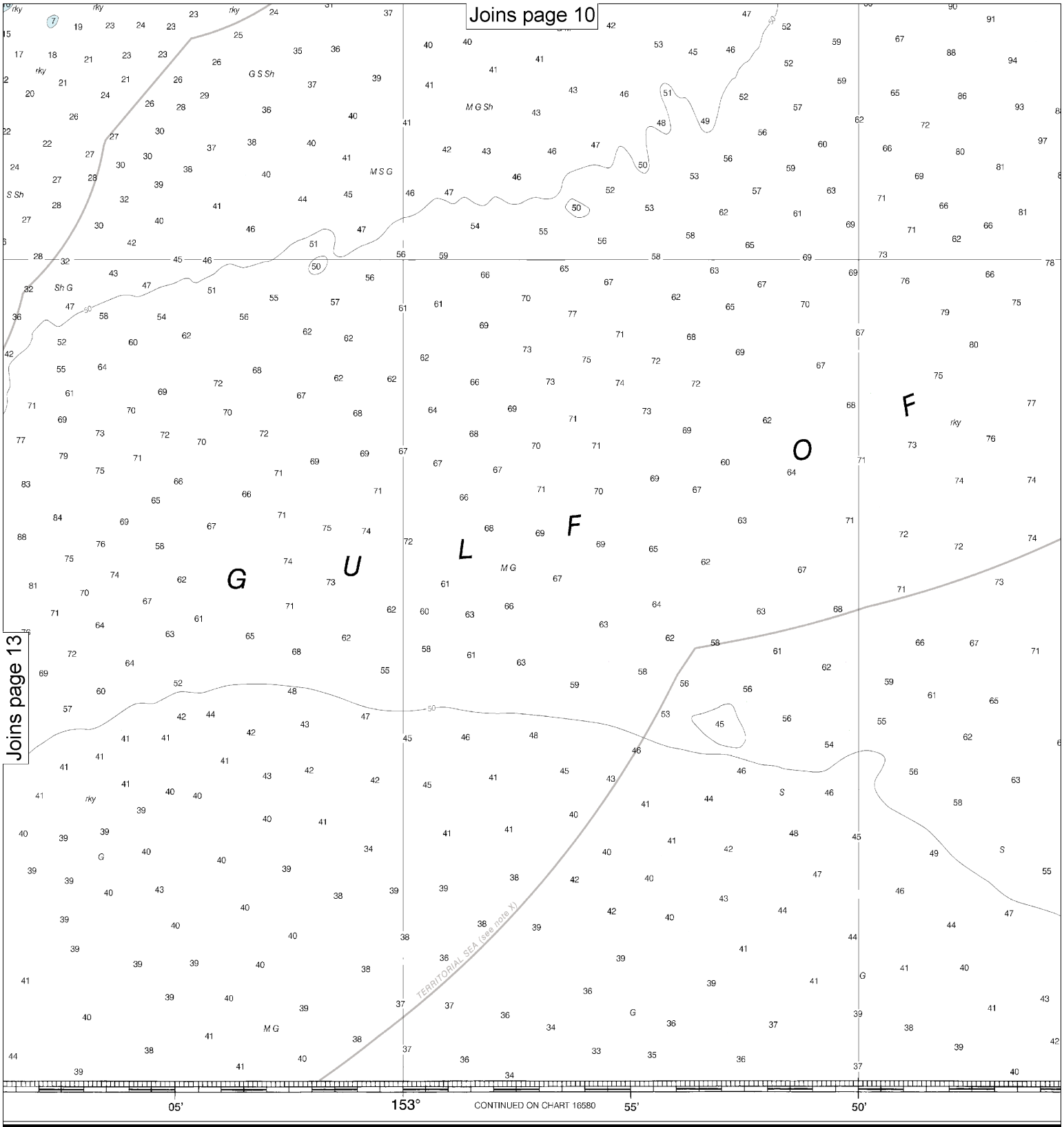
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINI
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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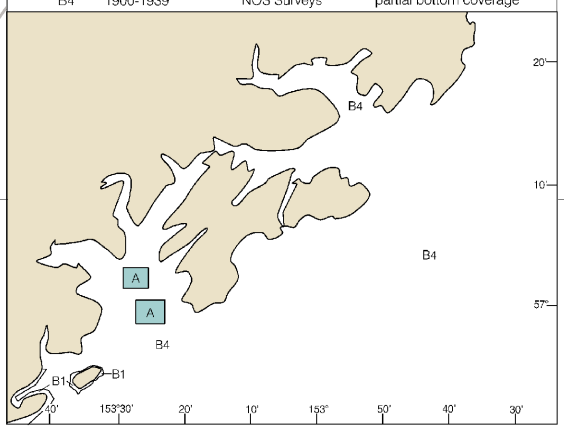
Joins page 11



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TERRITORIAL SEA (see note X)

NOAA — NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION — U.S. DEPARTMENT OF COMMERCE — COAST SURVEY

UNITED STATES

ALASKA - SOUTH COAST

GULL POINT TO KAGUYAK BAY

KODIAK ISLAND

Mercator Projection
Scale 1:80,728 at Lat 57° 10'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

57°
55'
45'
40'
35'
30'
25'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Gull Point to Kaguyak Bay
SOUNDINGS IN FATHOMS - SCALE 1:80,728

16592

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker